

Carterville Public Hearing

Todd D. Sigler (SIU Carbondale): We have noticed a significant awareness at this point. We feel like we still have a ways to go, but we think that awareness among the students; the problem that you have with the students is they turn over about 25% of the population changes, so there is always a constant educational aspect that is involved with it. We are one of two University Police Departments that is involved in the alcohol enforcement program. The majority of our folks, although we see about 40% that are non-students with our arrests, obviously a big majority of our population base is the group that is in the prime group for injuries that are related to alcohol accidents and alcohol violations. We appreciate very much the confidence that IDOT has had with us; it is very difficult for University Police Department, because you can understand the possible downside image that the University can suffer, so we are very appreciative of IDOT for sticking with us and appreciative of the University Administration to be able to take a chance. And one of the things I think people fail to recognize is these grants have a way of continuing to pay for themselves as well, because for every DUI conviction there is 100 dollar fine that comes back to the Department that has allowed us to continue with education materials, and it has allowed us to have upkeep with our equipment. So if you think about these grants and dollars that are going into the program, and that it is for enforcement the enforcement also carries with it a very good educational aspect with it and we appreciate that thank you.

Chief Bock? (Murphysboro P.D.): I am here not only to represent the Murphysboro Police Department but the Jackson County Sheriff's Department. We are in our 2nd year

of a Lab Grant; the problem that we had the Murphysboro Police Department neither the Jackson County Sheriffs Department had the resources to have a pro-active approach to traffic enforcement. We decided to combine our efforts, and with the funding from IDOT we are able to take a few Officers from my Department and a few Officers from the Sheriffs Department and deploy them during these certain periods, and these officers go out and they work areas where we have high crashes and high incidents of DUI. We work Saturation Patrols; we also work on Roadside Safety Checks and Occupant Protection Zones. We have found this has been very effective by the numbers we have generated in the last few years. In our second year, our numbers of arrests have actually dropped and we believe this is due to the education we put out there, the information and the fact that they see us out there doing this enforcement. And if it was not for these funds that IDOT provides for us, we would not be able to have a pro-active approach to this, and I think that we would have more fatalities. Thank you.

Kathy White (Wabash Area Development Center): My name is Kathy White, and I coordinate the Occupant Protection Grant for the Southeast part of the State; which is the green area. Rachel Walker does the very West part of the State, and there is a very fine line between our territories because we work a lot together. So if you need anything to do Occupant Protection, you may get either one of us in the South part of the State.

I work for the agency Wabash Area Development Incorporation, and that is a community action agency that is in 7 counties; in that green shaded area. And our Grant runs from the first of October to the end of September. As Mike said awhile ago, our primary goal is to get seatbelt usage up to 90% and we do that through our Grant using

educational programs and earned media. We have like 3 targeted areas which are: Adult Occupant Protection, Occupant Protection for Children (which is passenger safety), and Teen Occupant Protection.

Some of the things that I did in the area of Adult Occupant Protection, a State-wide mobilization in November, and then we are just beginning some in May. These are basically State-wide things that we all work together to boost seatbelt awareness, and the importance of using it. Media outreach; anytime we can get the media to come and see what we are doing or send press releases, a lot of earned media is what we are out to get. Safety Belt Surveys; lots of us have been doing those, now, and then we are going to do the main mobilization, then we are going to be doing Seatbelt Surveys again in June to see the outcomes from our mobilization. March Madness, March Madness was a collaboration of 3 different organizations. It was IDOT, IL State Police, and IHSA, if I get the acronym right. Basically we had a nice March Madness set up in Bloomington for the girls, Peoria for the boys. And it was really, really cool; the State Police went out to the stands and threw out rally towels to the teens, and it had a little slogan on there about discouraging underage drinking, and it had the schools name on it and their team, so it was really neat. And they predicted 120,000 people we probably touched through March Madness.

Our Rural Initiative is targeting those rural pick-up truckers who are not buckling up. And this is just 'kinda' a picture of our backdrop at March Madness, it had a lot of different little scenarios there 'kinda' directed towards teens. "Real Men Wear Belts" is 'kinda' a lil' slogan we came up with for our main mobilization, to target men in pick up trucks and other areas. Also the Farm Supply Truck; I have been working with Farm

Supply Companies throughout the whole State. And for the month of May, they are putting up the “Real Men Wear Belts” posters throughout all of their businesses. They are going to have the, “Click It or Ticket” logo on all their statements sent out to their customers and there will be payroll stuffers going out to all their employers. So through the month of May, thousands of people are going to get the, “Click It or Ticket” messages through the Farm Supply Companies.

Occupant Protection for children- National Child Passenger Safety week is in February; this is a week that Nationally-wide we are doing Child Passenger Safety things. We did car seat safety checks, we did press releases, and we set up in Wal-Mart’s throughout the Region and handed out information on child passenger safety. Car seat safety checks- we do them all year, we did them in the middle of winter, we did them in the middle of summer when its 100 degrees; whenever somebody wants one done or we feel the need to do one in a certain area we do those. Prenatal classes and parent groups are another area that I have been doing presentations. At prenatal class is just ‘kinda’ covering that whole birth to 8, and what kind of seat they need to be in. In parent groups I’ve been doing “Head Start” parent groups and pre-K parent groups. I have been doing a lot of education on booster seats, because they seem to be missing something between 4 and when they get into the seat belts. And technician trainings- we are working really hard to get technicians trained and to keep them certified. So we have been doing refreshal courses, renewal courses and 32 hour courses, and there is a flier back there that tells about courses if anyone is interested in any of those. And health fairs and kid carnivals, the heath fairs and kid carnivals, I have set up they have been averaging anywhere from 100 to 700 people and we can target all ages there. This is just a little

example of some earned media that I accessed, and it's a sign out front of the Fairfield hospital that says, "National Child Passenger Safety Week." And this is a set up like at a health fair that is outside. To the far right is a little training seat, and it's really nice to put the kids in and they can see how the seatbelt fits in right or doesn't, and you can demonstrate to the parents and show them how the booster seat benefits them and boosts them up to the seatbelt fit them correctly.

Teen Occupant Protection- some things I have done is Wellness Conferences, these are conferences that are set up in the high schools, and they just have different workshops that the kids can go back and forth to. FCCLA Conferences in Classrooms, this is what we used to be known as FHA in high schools, now it is "Future Community Crew Leaders of America, and Child Passenger Safety is targeted as things they want done in those. Mock Crashes- I got to participate in one of those recently at Edwards County High School; it was a real neat thing if anybody gets a chance to set them up in their areas. It was just a scenario of two cars crashed; they had fire departments, local law enforcement, EMTs, the Coroner. And they literally cut people out of the car, and the kids from the high school would all have to stand around and watch. They cut kids out of the vehicles, EMTs treated them, IL State Police did a breathalyzer on one and they arrested him, the Coroner pronounced one dead, and they had him laying out in front in a body bag. So it was a really good scenario for teenagers to see and driver's education classes. I have been doing a lot with J.D. This is a picture of the mock crash at Edwards County and you can see the little guy; they made him lay out there in front so all the kids could see. This is the title page to a program that I put together, that I am doing at driver's education classes and the Wellness Conferences. And it's basically just a

presentation it is really geared towards teens, something to try to get their interests catch, their attention to stress on the need for occupant protection, and the results that can happen to them if they don't use occupant protection. So the end of my slide is just a little video clip that is in this presentation. This is my contact information that is back on that table also with the cards.

Lt. Bob McCurdy (Williamson County Sheriff's Department): My name is Bob McCurdy, and I am the Project Director for the grants we receive from IDOT. Behalf of Sheriff Tom?, I would like to thank Mr. Stout for allowing us to speak tonight. We have been an active participant in the Mini Grant Alcohol Program for the last 3 years, and just briefly some of the objectives for this grant are to reduce the number of fatality alcohol related crashes. And if anything is a slap in the face for us, it is the slide that Mr. Stout showed with the number of traffic fatalities that occur in our County; that is the major problem we are faced with that we are trying to deal with.

We want to increase the enforcement of impaired driving laws, achieve a higher use of safety belts and child safety seats. And the objectives for this grant are 8 campaign periods with 46 patrol hours. In each campaign, a minimum of one motorist contact every 45-60 minutes, and one DUI arrest every hour. Like I said, we began this in 2004; we received funding for the grant. In 2004, Grant Patrols yielded 49 DUI arrests, and we issued 471 written citations during the campaign periods. That resulted in a motorist contact every 55 minutes and one dui arrest every 8.9 hours. In 2005 we had 342 Grant hours and it resulted in 37 DUI arrests 394 written citations, and once again we were in the standards of the motorist contact every 52 minutes, and a DUI arrest every 9.2 hours.

So far this year we have had our first 4 campaigns and we have 18 DUI arrests, 177 written citations.

And what these grants did for our department is we not only are trying to educate the public, but I think it educated our Officers. Because in 2002, our office had a total of 44 DUI arrests. It increased in 2003 to 68, and we began the grant program at the end of 2003 in October. In 2004 we had 148 DUI arrests. In 2005, we had 258 DUI arrests, and to date we have had 94 this year which is over that period it is like a 460% increase. So our Officers realize the importance of getting these impaired drivers off the road.

We have also been provided funding of the Alcohol Enforcement Plan, which we use to conduct holiday Roadside Safety Checks, holiday Saturation Patrols. We participate in the, "Click It or Ticket" mobilization and the, "You Drink, You Drive, You Lose" campaign. These holiday enforcement efforts that we have done so far this year; we worked on the Super Bowl and St. Patrick's Day. I know St. Patrick's Day, we conducted a Roadside Safety Check and a Saturation Patrol, that weekend we took 5 impaired drivers off the road and issued about 50 citations those two nights. Friday night, Cinco Day Mayo, we are conducting a Roadside Safety Check within Williamson County, again an effort to get impaired drivers off the road. Other holidays that we will have efforts out there are Memorial Day, Independence Day, and Labor Day.

The thing we are trying to do now, is what we have come to realize. We have developed a Traffic Safety Plan, and we want to integrate this with the program that Pricilla was talking about, the IDOT Comprehensive Highway Safety Plan. And again focus on those 10 areas of emphasis: alcohol impaired driving, driving behavior, railroad grade crossings, work zones, safety belts, large trucks, intersections. And again focus on

those four areas that Pricilla mentioned the 4 e's: engineering, education, enforcement, and emergency services.

Engineering- we already started, DOT came down last month and conducted a series of Road Safety Assessments. I'll tell you, it's going to take all areas, we're trying to make the roads safer within Williamson County, and engineering is one facet we are looking at. We want to seek out low cost solutions for our problems and again through these Road Safety Assessments to try to determine if the road plays a factor in the fatale or personal injury collision.

In education we would like to start an aggressive media campaign, utilizing billboards and public service announcements. We have 3 School Resource Officers, we are going to expand that program in the schools, and hold impaired driving events like the previous speaker said with the crash scenario at the school.

In enforcement we would like to start a full-time Traffic Safety Division at the Sheriff's Office and expand our current IDOT Grant Program. And then we want to develop a better working relationship with the emergency services within Williamson County, the hospitals, EMS, and the Fire Department. But you know, we can't do it by ourselves, and we are grateful for the help that DOT gives us in this. It has to be a joint effort; it has to be an effort of not just enforcement, but all these different areas we spoke about.

Assistant Chief Calvin Sterns (Carbondale P.D.): My name is Calvin Sterns; I'm the Deputy Chief of Operations off the Carbondale P.D. On behalf of Chief Ledbetter, I would like to thank Mr. Stout and Rich Allen, our law enforcement liaison, for guiding us

through the Grant Program. We are on our first year of the Mini Alcohol Grant, we started in October. A couple issues that we have- 'kinda' unique, of course Todd shares them he lives here now, and Carbondale has some unique demographics. The kind of people that we target are the population from 18-34...the lower end of that population from 18-23. Carbondale has a youth population in that group that corresponds to a City of about 180,000, because of the presence of the University there. So that gives us a lot more opportunity to deal with people that would be involved in impaired driving.

During the 2005 calendar, in 2005 we did just under 100 hours of patrol for the Grant. We made 10 DUI arrests that were about 4% of the total that we made for 2005. If you compare that, for the prime DUI hours, we have 19 officers that work, we had about 5,000 hours of regular patrol and we came up 50 times as much. So our Map Grant is serving us real well. The turn out of DUI is about twice the rate as our other officers, because obviously they are dedicated. To us, the Map Grant came at a real good time. We had personal issues and I expect that everybody, every department in this room has issues with getting enough people on board and keeping them on board. It's been particularly true for us, I don't think we have been at full staffing for, I don't think, 5 years; where we actually had all the people we were supposed to have. So it was real good for us, and now we can get those officers in on the prime DUI times and keep them dedicated to doing that.

We have on Friday and Saturday nights, I know some of the guys from the State can confess to this, Jeff has been there working with us, we at times, we have as many as 19 officers on duty from 10 p.m. to 3 a.m. and they will all be busy doing something. Even with that, we don't have time to go out there and do dedicated patrol. So we have

the opportunity to hire these guys back and put them out there, their responded (inaudible) contacts and get arrests.

That was our success part; this is our first year doing the Grant. The holiday patrols, the additional opportunities came up, and we applied for those. We did additional patrols on Super Bowl and St. Patrick's Day; we will not waste the State's money next year doing that because it was pretty dismal. We had no arrest and very few contacts, and part of the reason for that it didn't occur to me when I put in for it, but St. Patrick's Day occurs during the week of Spring Break for SIU, so not only are our prime targets gone, the people that usually violate, but we have a huge portion of rest of the people leave town also. So it didn't work out for us, and the super bowl was again we had no DUI arrests, so we won't be applying for those things next year, that's all I have.

Lt. Mike Irwin (Illinois State Police, District 13): I can only echo what everybody said, I have been around long enough to when I had hair and the other guys had darker hair. We've all worked together for several years, am I charitable for saying that?, here's how I look at it, again our association with IDOT and all the agencies is very important, because, as you heard, no body has enough to get the job done by themselves. So the team the collaborative efforts are important.

I guess my focus and my mentality is this, everybody gets injured and everybody gets hurt. If it's a mother, father, brother, son, a daughter, a cousin, everybody who gets killed, there is a missing plate at Thanksgiving, a Christmas present that doesn't get opened. As a law enforcement Officer, particularly if you have contact with some of the fine young troopers who work with me, one of the issues I hear time and time again is

that they are very robotic and not understanding. Well, if you pick small children up off the highway because they were standing in a pick-up truck that collided with another vehicle, or if you see a mother or father or daughter mangled in crash for no other reason than somebody was driving drunk, somebody was driving too fast, somebody made an error of judgment, or the education process of wearing a seatbelt didn't reach them. It's a shame and you take that home with you every night, and our families, I won't say suffer for that, but listening to some of these discussions, I have a pick-up truck, I ride a motorcycle, and I have a teenage son, I'm thinking man, "I'm fitting in all these demographics, I got problems." I can tell you with my children, God bless them, which one of them is Chief Ziglars problem because he's a freshman at SIU, I guarantee you he wears his seat belt, because he doesn't know any better, he never did, because I have dealt with those tragedies throughout my career.

Now can we stop everything? No, but we can have a sincere effort, and I agree we have 7 counties in District 13, and my County partner Captain Massey has everything south of here. And I think our emphasis is very important, because saving lives is important. If you want to get down to the brass tax, every time somebody gets killed in a crash or we have a major property damage it raises your insurance rates in addition to the personal tragedies people deal with. So there is a lot of facets to this, lets face it our fundamental mission is to protect and serve the public. If you have been reading the local papers, apparently my young Troopers have been doing a very good job, because some people don't think that they should be doing Seatbelt Enforcement Zones. You know what? I got no problem with that, everyone's got an opinion, and I've got my own, but the attitude and all the law enforcement and everyone in this room is that you save lives.

And I think education is the key, it really is, I go back to the example of my youngest son, he believes you're supposed to wear a seatbelt because he never grew up without one, and hopefully now he is smarter than me as he tells me on a regular basis, (he actually is he is going to school to be a vet, that means he takes after his mom there is no doubt about that) but the bottom line is this we are going to take an aggressive stance in a professional manner to enforce the laws. The funding is important, the collaborative efforts are important; the most important part is after this meeting you go out and talk to somebody you know and tell them. If you want to have a good time, have a good time, just have somebody drive you home who hasn't had as much of a good time. Wear your seatbelts and drive carefully, you have heard it time and time again we have all been through driver's education and driver's training, but the young people who think they are invincible, we know that need to be reminded, so and I think that is the most important thing. I commend you for coming to the meeting and I thank you for your time.

Citizen (Spoke from the crowd): I am just here because I really have it in my heart to try to work on getting the speeding dealt with. It is not just a State, Nation, but as a whole. I want to thank all the officers, they do a good job and part of what I want to do, is try to focus on a way to try to get these guys some help, because I know they are doing all that they can. So what I did is, I did some kind of research of my own, and it isn't the most scientific thing, but I travel off the interstate to go to work everyday (I live in Atlanta, and I work here in Marion, and I go to school at SIU currently), so I am also traveling Route 13. But I did my study there on the interstate and what I simply did was drive the speed limit, and just count how many people were passing me. I know that 13 seems to be even worse on that, and I would count how many started to pass me, and just

in a simple week based on the data I collected going from 6 AM to Midnight there is probably 840 vehicles on that interstate speeding. If we can just pull over 1 person every 30 min, we'd collect enough money in fines that you can easily pay for more officers. I know that the purpose isn't to make money for the State, but I am looking at it as a way to pay the short-term for more officers out on the road. And they can help to slow people down.

Then on top of that, even more so, this is based on National data, talking about all the lives lost on the road and everything all the money that we pay out, you know in the costs of all these traffic fatalities and all the wrecks from just speed alone. And just in this State based on some number crunching, we are probably spending 1.5 billion dollars in money for all the costs that come into all the deaths, all the injuries, and like I said that's just speed alone. In the long term, it seems like if we can reduce the amount of people speeding, that reduces the amount of wrecks, and that reduces the amount of people that die, and that brings in more money, in the fact that those people are still alive. Like I said, I've got data if anyone wants to see it and it 'aint' the most scientific thing.

Citizen (Spoke from the Crowd): Thanks Mr. Stout for letting us speak to everybody here. I want to focus in on a particular problem; I noticed on one of your slides up there, there were 17 fatalities in 2005 in Jackson County. 20% of those fatalities occurred on a 1.9 mile stretch of Reed Station Road between Route 13 and Dillinger Road. I live on Dillinger Road and I drive Reed Station Road everyday, probably 3 or 4 times a day. It is a two lane road and it doesn't have any shoulders, there are ditches on both sides; it does have a double yellow line on it. There are 10 hills on Reed Station Road that you can't

see over the top of as you go over that 1.9 mile stretch. You have 10 opportunities to not see the car on the other side. The speed limit is 45 mph which most of the time is not adhered to, frequently I will be passed or tailgated at 45 mph. Very often in the evening there will be a set of lights a mile behind me, and then a half mile later they will be right behind me.

People in general, in general, do not obey the speed limit. In the 1.9 mile stretch there are only 3 speed limit signs between Route 13 and Dillinger Road, and there are 2 when you are coming south. There is one "slow dangerous hill" sign, which is by one of the largest hills; it doesn't say how slow to go it just says slowly. There is one sign that says, "30 mph trucks entering highway near route 13." There is also a sign incredibly on Reed Station Roads a bike trail; I said it does have a yellow line on it though. There are 30 drive ways between Route 13 and Dillinger Roads; residential drive ways, there is one mobile home park driveway, 3 cross roads: Clayton, Haidey and Dillinger in that period of time that you have to go by. I have seen law enforcement (County and State), with radar about 3 times since I have been in the area; which has been about 2 years, but I have never seen anybody stopped on Reed Station Road, and that's just me but I'm sure people have been. This stretch of Reed Station Road is very hazardous and I think some people think of it as their own personal roller coaster, and they endanger the other drivers who are just minding their own business.

Currently there is road widening taking place at the intersection of 13 and Reed Station Road by the Holiday Inn Complex there, to facilitate that area. But then it only goes about 300 yards back, which would probably make it safer. Until Reed Station Road can be widened and improved, I would suggest that whoever can, would consider having

the speed limit reduced to 35 mph. I'm just coming down Route 13 to the meeting tonight; some areas of Route 13 are 45 mph and compare that stretch to Reed Station Road. Install "no passing" signs, numerous "no passing" signs on both sides of the road, install utter speed deterring signs like "slow", "use caution", "hazardous road", "road radar patrol." And please increase the patrolling out in the area because if nothing is done, there is going to be more fatalities this year and people who are simply going about their business will be killed. Thank you for your time.

Captain Masse (Illinois State Police District 22): Hi, I am Captain Masse and I have the pleasure of commanding the bottom 7 Counties of Illinois. The comment the gentleman made about the speed, I would just like to clear one urban legend and then just make a comment. Your right the speeds on the interstate are crazy. You know we did a speed survey about a year ago and the average speed on i24 is mid 70s, luckily we slowed the construction area down last year and we didn't have any major accidents on 24. But i57, on the weekends, especially the holiday weekends, where I think Tennessee triples its size. The thought of writing tickets, increasing manpower, or increasing equipment, the way the laws are written, any speeding tickets the State Police write, go to the County Village. The written State Police, the State of Illinois, doesn't get anything from fines at all; that was done in the 70's to get rid of the talk of quotas or using funds or using foremen to fund the State.

A lot of it is mindset; you can reduce speed limits down to 25. This Nation is a Nation of speed. We used to make fun about turtles and non speeding, but I have literally been passed by turtles, and it doesn't matter. You know, until we can get the mindset

changed, that's what is going to save lives, and partnerships is the big word. We couldn't do without IDOT. IDOT's a savior for the State of Illinois right now because it's their funding; it's their programs that allow us to hire back troopers to be out there to do it. But it's going to take grass routes you know, just like drunk driving was when I started patrolling 25 years ago. We took drunks home; we didn't arrest them because it wasn't that big of a thing. We took them home, but finally we reached that curb; it's going to be the same thing to get people to slow down and save lives. You know we get complacent because technology is so good; the seatbelts, the airbags, the antilock brakes, you know the driver error is what's going to get us killed out there.

The one thing that I want to stress before I forget is, you know we like to say that the State tree in Illinois is the construction tree, with all the flashing lights and stuff. Construction season is coming up; you know Scott's law is a very important law. We need you to get to talking with your neighbors, and talking to your children. When you see a police car, an IDOT truck, a tow truck with its lights flashing; slow down and move over. Not only is it the law it's called Scott's law, because of a fireman named Scott Feldman from the Chicago fire department, which got killed on the (inaudible). You know these workers out there, we just had one killed in Southern Illinois last week, or district 11 up by Collinsville, and their looking at reckless homicide charges. You know 14 years or a 10 thousand dollar fine, you know that's a sign people blow off signs after awhile once, you know, they are there. These are lives we are talking about, the construction season is coming up, and we are going to have some big projects coming up in Southern Illinois in both 13 and 22. We are going to need some help to get people to slow down. The thing about construction zones is nice, once you're in there you can

impact it, if you slow down to 45 they can't get around you, you know, so you can help slow them down to, thank you.

Citizen (Spoke from the Crowd): If I could, I have blinking background in law enforcement, so some of these things that these guys are talking about are not new. But one thing that is adding to all the danger that we see to day; all the DUIs, all the speeders, and everything else that is going on. So many people are using a hand-held cell phones driving, and the best bumper sticker I have seen in awhile is, "hang up and drive." And I experience it everyday. I am retired but I have my commercial drivers license, and I drive a Saluki bus to kind of keep my mind anyway, and I drive a Saluki bus on campus and pick up the various students. But it seemed like you see the people walking across the parking lots, you see that a lot of them have in their hand as they are walking, but invariably they are addicted to getting behind that wheel and start dialing. And I know it's a great distraction, I have (inaudible), last week and a survey I guess was done in Washington DC lately and 80% of traffic accidents were caused by distractions. They did not have the total amount of those using cell phones, but I can experience everyday and you guys can too. Everyday with these people that are slowing traffic down, completely stopping in traffic just so they can talk on that cell phone; the concentration is the person, the person they are talking to and not necessarily driving. You all probably yourself could not do something about it, I don't know if the State legislature will ever take a step. I know it's been mentioned in Springfield. I've been up there for 21 years, I don't know if these guys are cowards, but for lack of a better word, but maybe they are because one of the Legislatures said some people can not chew gum and drive, which is probably true it

kind of makes a case too. But anyway I just think that seriously that needs to be address somewhere in the near future. I don't know what are on the traffic accident reports today, if it was a check there that you make, was the motorist talking on a cell phone? But anyway it needs to be paid attention to it really does.

Citizen (Speaker from the Crowd): The gentleman made a comment about yellow flashing lights, or flashing lights on the road. Since years ago, I have operated a tow truck and we didn't see much in the yellow flashing lights, but now-a-days it seems like every time you come along there are yellow flashing lights on something. I would like to have somebody look at something to possibly, about other color or units that aren't emergency units can't use the yellow flashing light. I see them on a lot of different types of vehicles that don't really deserve to use the yellow flashing light, thank you.

Evelyn Piucoy? (Mayor of the Village of Crainville): Hi I'm Evelyn Piucoy?, I am the Mayor of the Village of Crainville here on the east side of the town. And for a number of years, we have been trying to secure a set of stoplights there at the Cranville Road and Route 13. This is John Etchin, he is on our village board with me, and for the last few months our board has been trying to write to IDOT, to Costello, to Bradley, to everyone in the State. It's not completely like we get turned down ferce, but what we keep getting told is you'll get one when you get 6 lanes through there.

And you know what folks? We don't want to wait until we get 6 lanes and we don't know when that's coming, and we don't know how the funding is coming for that. It's mandated that we have insurance, it should be mandated that we try to save lives and

I don't want to wait until there is a fatality count that documents, "yes now this is a dangerous intersection." And at that point at Crainville Road, traffic is still traveling at on 13 at 60-62 mph and I guarantee you, you drive up on that intersection the second day that SIU goes back to school or John A. Logan goes back to school, your sitting there for minutes, minutes, and minutes trying to get on Route 13 just going near it.

We are just trying to get someone to listen to us, that we need a set of stoplights there, now. We are not trying to help businesses, although that is ideal, but now that McDonalds has gone in there, people are turning off. They are coming from Marion, they are grabbing their breakfast sandwich and they want to try to get back on out 13 to get back to Carbondale. Traffic counts, they say the latest letter we got back says, "Well we've looked at, it just doesn't deem necessary it's not that dangerous of an intersection." But we don't want it to become a more dangerous intersection. Most of our accidents I think are occurring when people are coming from Carbondale area, heading east and they are in the turn lane trying to get on that Crainville Road, which is going north and someone is pulling off into traffic trying to get off to get on 13 to head to Marion, and they don't stay in their own lane, they cross all the way over and their like leaning at an angle. They head towards Marion, and you know actually traffic should be pulling in this way, but they are criss-crossing and there are accidents there weekly. I've got my police officers indicating that they see more and more problems, more near misses, and I don't know what else we can do? We don't want to have to send Costello and IDOT obituaries to say, here can we do it now? We are just trying to eliminate something before it happens, and that is just a worry of mine. I have been on the board for 11 years, Mayor the last year, and I just don't want it to feel like the blood is on my shoulders, because I

am trying the board is trying, and we just don't want to be kept told when you get 6 lanes you can have a stoplight. That's silly; I don't want to wait for that, I want to see it now. I know people years ago, Carl Marvelsmire? told me, "It is not our job to slow traffic down, it is to keep it moving." Well you know now with the way impact is going, I think we need to slow them down. I think we need to stop them and then they will be going slower between the Crainville Road and the Cardinal intersection and not taking a 45 mph zone and going 60, thank you.